

Commission: Candidates talk cap and trade

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“We need to grow the arts economic sector, which is a clean segment of our economy that benefits our communities, brings people together and increases the quality of life for all ages,” she said. Nebeker said she is proud of her work as commissioner, including approving strong, fiscally sound budgets. She is also proud that Clatsop Behavioral Healthcare, the county’s mental health contractor, has been structured to improve patient care.

She also helped establish the county’s household hazardous waste facility and restore the publication of voters’ pamphlets for all elections.

Nebeker wants to continue working on justice and mental health issues if reelected.

Prior to serving on the board, she spent 25 years on the Planning Commission and helped complete two comprehensive plan updates. She said she also helped prevent the development of beach dunes.

She served as chairwoman on the board of the Gearhart Homeowners Association and increased awareness about emergency preparation. She also formed volunteer groups to manage noxious weeds in her community.

Nebeker attended Clatsop Community College, Linfield College and Portland State University and studied fine arts, social sciences and small business management.

Toyoooka serves on the board of the Clatsop Community College Foundation, where he hopes to expand opportunities for people to learn trades like plumbing, electrical work and construction. He also spent nine years serving on the foundation board of Providence Seaside Hospital.

Toyoooka said there is not one thing that made him decide to run for the county commission, but he said he hopes to offer a different approach and viewpoint on policy.

Although he was raised in Portland, Toyoooka spent weekends and summers in the county with his grandparents. His grandfather was the county roadmaster.

After graduating high school, he attended the U.S. Naval Academy and then served in the U.S. Marine Corps until 1996. After serving in the military, he moved to the county and met his future wife, Lori Lum. He eventually started working at the Lum’s family business, where his wife is

the president and general manager.

“I’m not a politician, I don’t have any political aspirations or goal. I’m only taking this action because I truly love Clatsop County,” Toyoooka said. “If there’s anything I can do to help this county for generations to come, that’s what I want to do.”

He said he wants to focus on overall economic development to help businesses grow and flourish and provide the tax base to fund county programs.

“In our area — forestry, farming, fishing, small business — we’re all interconnected. If something happens to one industry, it affects everybody,” he said.

He believes it is important to listen to constituents and represent them accordingly. He pointed to the cap-and-trade bill that has been debated in Salem.

“You can tell that our community is very much against it,” he said. “And (on) the county commission we have two people (Commissioner Mark Kujala and Commissioner Lianne Thompson) have spoken out, finally, against it, but the other three haven’t ... If you actually look at the pulse of the county and community you serve, by and large, they’re opposed to cap and trade.”

“I just feel that we should have a better representation of what the people of the county wish,” he said.

Nebeker said she has received just as much correspondence in support of the bill as against.

“I think there’s a lot of fear and that’s never good,” she said. “We have to come together and figure this out, not pit one group against another.”

She said she doesn’t know if the bill is the right solution, but said action like cap and trade needs to be taken everywhere to mitigate climate change.

“I always believe there are solutions to problems — whether it’s technology or ideas — but only when people can work together,” Nebeker said. “When they don’t work together ... when people get polarized you cannot get those problems resolved. You have to work together. Both sides have ideas and ways.”

In District 4, which covers eastern Astoria to Westport, Commissioner Kathleen Sullivan is running in her first reelection campaign. Her challenger is Courtney Bangs, a Knappa teacher who opposes cap and trade and has made the legislation an issue in the race.

Uniontown: ‘We’re doing it to make it affordable’

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Harper, who offers about 20 units of affordable housing throughout the region, argued that using containers will cut down on the development costs and ultimately make the apartments more affordable for renters.

“It can’t be driven from greed,” he said. “It has to be done because it’s needed, and that’s the affordable part of it. We’re doing it to make it affordable.”

Dirick Properties, belonging to Delphia, owns a portion of the project site along Industry Street, along with Burns-Johanson Oil Co., owned by Cary Bechtolt. Trabucco said the property might be part of a future phase.

Inspired by architect

Portway Station is inspired in part by a 17-home subdivision recently proposed but never built near Boise, Idaho. Architect David Hertel submitted plans to Garden City, Idaho, planners in 2016 for the development of 1,400-square-foot single-family homes, each made from four shipping containers. But the developer behind the concept went another direction, he said. Intrigued by the concept, Hertel still questions whether containerized housing is more affordable than prefabricated.

“It might make sense in a place like” Astoria, he said of containers. “It’s like anything



David Hertel

A proposed shipping container housing concept in Astoria is inspired in part by a similar project never completed near Boise, Idaho.

in construction. The devil’s in the details. If you build affordable housing that’s cheaper ... if it has modest finishes and whatnot, and it’s appointed with lower-end appliances and fixtures, it’s going to be affordable.”

John Scott, an employee of Harper’s long-interested in containerized housing, said he’s hoping to get more people interested in the concept. He is also planning a nine-container house on G Road in Miles Crossing, where Harper bought a dilapidated house and had local fire crews burn it down for training. The bottom floor, in the flood plain, would be parking and storage, while the top two floors would be the house.

“You can get the base structure for a very low cost,” he said. “It’s reusing something that’s stacking up.”

Multifamily housing is an outright use where Portway Station is proposed. But the

concept faces several hurdles, such as how to provide enough parking, water and emergency access.

It could also be affected by the creation of new housing code amendments being considered by the Planning Commission, City Manager Brett Estes said. This is the first large-scale containerized housing proposal Estes has seen in Astoria.

“Staff broached the concept with the Planning Commission in December,” he said. “It’s a trend. We hear about it here and there.”

Water demands

The development team needs to study the water requirements of a sprinklered apartment complex just uphill from the Port, where seafood processors have already put a strain on city water supplies in peak season.

Developers would also need signoff for housing

from the state Department of Environmental Quality. Portions of the property include a parking lot and former gas station, Val’s Texaco, along with the site of the former Delphia Oil Bulk Plant. Both areas are under a 2013 cleanup order from the state for fuel contamination, including a prohibition on residential development and soil monitoring for five years.

Despite the hurdles, Estes sees the promise of the project in the city’s need for workforce housing.

“I think that one of the things that was really identified in the Uniontown Reborn (master plan) area is looking for ways to have more workforce housing, to have people who live in that area that could work in the area, that could go and shop at the commercial core of Uniontown ... to make that whole area become a more cohesive neighborhood,” he said.

No. 10 Sixth St.: Docks would be open to public

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made from shipping containers he is calling The Landing.

The pier, between the Sixth Street viewing platform and Buoy Beer Co., is one of the few places along the downtown waterfront that can still be built up. On the west side of the viewing platform, Trabucco is contemplating rebuilding some iteration of the Cannery Cafe.

The development would include three storefronts on the first floor and three vacation rentals above. Trabucco said the top floor would harken back to The Penthouse, a former flat atop No. 10 Sixth St. that was the site of many social gatherings. The docks around the development would be open to the public.

“Because the Adrift (Hotel) and Buoy are next door, we thought it would be a logical spot for wedding groups to use as honeymoon suites, and catering could be provided by Buoy,” Trabucco said. “It all seemed like it was a pretty harmonious mix.”

Trabucco and partners are also proposing a large apartment complex at the corner of Portway and Industry streets in Uniontown also made from shipping containers. He and Allen recently developed Fresenius Kidney Care’s new dialysis center just south of the pier on a former parking lot.



Christopher Kidd and Associates

Developer Chester Trabucco is proposing a mixed-use development of commercial storefronts and vacation rentals on the former No. 10 Sixth St. waterfront complex, which burned down nearly a decade ago.

“The cost of rebuilding a building on that (pier) is actually what drove us to build the kidney center on dry land, instead of putting even a hospitality option on the water,” Trabucco said. “The reason that we’re enamored with the concept of shipping containers is that they can be supported based on their own structural integrity at four corners.”

“Generally speaking, you can get away with less piles supporting the actual structure,” he said. “What remains, which is the wood dock and the wood pilings, would all have to be rehabilitated to at least provide a

pedestrian load factor.”

Like with Portway Station, The Landing is just a series of concepts at this point that need to be vetted with the city’s development rules, City Manager Brett Estes said.

The docks fall under the aquatic zone of Urban Core, the last of several sections in the Riverfront Vision Plan guiding development along the Columbia River. The City Council and Planning Commission recently approved new development rules for the area, leaning toward allowing more permissive development and making several concessions

to building owners needing the revenue to maintain their properties.

Eating and drinking establishments, including a bar, would be allowed as a conditional use, along with indoor family entertainment. But any new building would not be allowed for residential use or hotel lodging uses, Estes said.

“There are questions of what would be allowed, and where parking would be,” he said of The Landing. “At No. 10 Sixth St., the uses have not been identified. Trabucco’s still talking with planning staff about what’s permitted, and what’s not.”



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